
49 CFR Part 240 Program for Certification of Locomotive Engineers

For the



and



Florida Department of Transportation
District 5

Effective Date: 5/12/2016

Revision Log

Effective November 3, 2011, Florida Department of Transportation (FDOT) took ownership of an existing and active Class IV passenger and freight railway right of way (ROW) for rail operations. This corridor received the Federal Railroad Administration (FRA) alpha designation Central Florida Rail Corridor or CFRC. FDOT, as the owner, is responsible for maintenance along the entire CFRC. The CFRC is geographically located between M.P. A749.61 and A813.82 such that it operates as a bridge between two sections of the CSXT A-Line abutting to the north and south of the 61.35 mile corridor.

FDOT, in cooperation with the Central Florida Regional Transportation Authority (LYNX), METROPLAN Orlando, the City of Orlando, and the Counties of Volusia, Seminole, Orange, and Osceola will introduce commuter rail service in the four-county corridor that extends north and south of Orlando, Florida. SunRail was selected as the name for the new commuter rail service that will operate on this corridor and is scheduled to begin full revenue service in spring of 2014.

FDOT has awarded the operations and maintenance of the Corridor and SunRail commuter service to Bombardier. Bombardier is responsible to comply with the applicable portions of 49 CFR Part 240.

HEALTH, SAFETY, AND ENVIRONMENTAL POLICIES AND PROCEDURES

Program for Certification of Locomotive Engineers 49 CFR Part 240

Purpose: This Program incorporates 49 CFR Part 240 requirements for Certification of Locomotive Engineers for Bombardier's covered employees in SunRail Commuter Rail Service.

Scope: This Policy applies to all covered employees in SunRail Commuter Rail Service.

| | | | | |
|---------------------------------------|--------------------------------------------------------|------------------------------------|--------------------------------------|----------------------------------|
| Business Unit: Services Orlando | Responsible Unit: Safety & Regulatory Compliance | Document type: Policy/Procedure | Confidentiality status : Internal | Document state : Final |
|---------------------------------------|--------------------------------------------------------|------------------------------------|--------------------------------------|----------------------------------|

Prepared : Daniel Denton
Manager, Safety &
Security Signature on file **1/7/2016**

| | | |
|-----------------|-----------|------|
| Name / Function | Signature | Date |
|-----------------|-----------|------|

Approved: Todd Gruenemeier
Site General Manager Signature on file **1/7/2016**

| | | |
|-----------------|-----------|------|
| Name / Function | Signature | Date |
|-----------------|-----------|------|

This document and its contents are the property of Bombardier Inc. or its subsidiaries. This document contains confidential proprietary information. The reproduction, distribution, utilization or the communication of this document or any part thereof, without express authorization is strictly prohibited. Offenders will be held liable for the payment of damages.

© 2016 Bombardier Inc. or its subsidiaries. All rights reserved.

Identity number :

OP-O-12-023

| | | |
|-----------------------------|-----------------|-------------------------|
| Effective date: 1/7/2016 | Revision : 3 | Original Language EN |
|-----------------------------|-----------------|-------------------------|

| | | |
|------------------------------------------|----------------------------------------------------|--------------------|
| Translated by: N/A Name / Function | Translation approved by: N/A Name / Function | Translation N/A |
|------------------------------------------|----------------------------------------------------|--------------------|

TABLE OF CONTENTS

| | | |
|-----------------------------------------------------|--------------------------------------------------------------------------------------|-----------|
| 1.0 | GENERAL INFORMATION AND ELECTIONS | 6 |
| 2.0 | SELECTION OF DESIGNATED SUPERVISORS OF LOCOMOTIVE ENGINEERS | 8 |
| 3.0 | TRAINING PERSONS PREVIOUSLY CERTIFIED AS LOCOMOTIVE ENGINEERS.... | 9 |
| 4.0 | TESTING AND EVALUATING PERSONS PREVIOUSLY CERTIFIED | 12 |
| 5.0 | TRAINING, TESTING AND EVALUATING PERSONS NOT PREVIOUSLY CERTIFIED | 17 |
| 6.0 | MONITORING OF OPERATIONAL PERFORMANCE OF CERTIFIED LOCOMOTIVE ENGINEERS | 25 |
| 7.0 | ADMINISTRATION OF THE ENGINEER CERTIFICATION PROGRAM PROCEDURE | 27 |
| APPENDIX A - ENGINEER EVALUATION REPORT..... | | 29 |
| | Comments | 30 |

Sections are based on 49 CFR 240 Appendix B

1.0 GENERAL INFORMATION AND ELECTIONS

(49 CFR 240.107)

Bombardier will be operating passenger trains under an O&M contract with FDOT as owner of the CFRC and SunRail Commuter Service. As such, Bombardier will have the responsibility of initial training, recertification of previously certified engineers, and continuing education of Locomotive Engineers in the SunRail operation.

Name of Railroad **Central Florida Rail Corridor (CFRC)**

Primary Contact

Name: Richard Guindon
Title: Trainmaster / Program Administrator
Address: 801 SunRail Drive,
Sanford, FL 32771
Telephone: 407-732-6725

Email: Richard.guindon@rail.bombardier.com

Alternate Contact

Name: Shawn Furniss
Title: Road Foreman
Address: 801 SunRail Dr.
Sanford, FL 32771
Telephone: 407-732-6736
Email: Shawn.Furniss@rail.bombardier.com

Medical Examiner

Name: Centra Care Urgent Care
Address: 4451 W. 1st Street
Sanford, FL 32771
Telephone: 407-330-3412

Railroad operates in following states and FRA region(s):

Railroad Operator Florida (Region 3)

Supervisor of Locomotive Engineers:

Name: Shawn Furniss
Telephone: 407-732-6736

Name: John Breault
Telephone: 407-259-5570

Note: The above named person(s) will be responsible for the administration of all subsequent sections of this program unless otherwise listed.

Operating Authorities in effect:

| | |
|------------------------------|------------|
| Yard Limits: | No |
| Train Orders: | No |
| Track Warrant: | Yes |
| Direct Traffic Control: | No |
| Time Table: | Yes |
| Manual Block: | No |
| Automatic Block Signal | Yes |
| Centralized Traffic Control: | Yes |
| Other Than Main Track | Yes |

Hazardous Materials Movements

Yes
 No

Number of Engineers (including company officers):

Total number of engineers: 14

Bombardier elects to certify previously non-certified candidates.

Bombardier will issue certificates for:

A. Train Service Engineers
 B. Student Engineers
 C. Mechanical Facility Engineer * **Will not utilize at this time**

*Mechanical Facility Engineers move equipment exclusively within the limits of a designated repair track area and yard at speeds not to exceed 5 mph.

2.0 SELECTION OF DESIGNATED SUPERVISORS OF LOCOMOTIVE ENGINEERS
(49 CFR Part 240.105) [Refer to Section 1.0 for contact person]

Bombardier will select candidates for the position of Designated Supervisor Locomotive Engineers (DSLE) who have the ability to test and evaluate the knowledge and skills of a locomotive engineer, or a candidate seeking to obtain or retain certification and can prescribe appropriate remedial action for any deficiency, based on the following criteria:

- Is a certified Locomotive Engineer.
- Has experience as a railroad supervisor in train operations or who has demonstrated supervisory capability to railroad management.
- Has successfully completed the examinations and skills test* being employed to certify and re-certify Locomotive Engineers. Must be able to appropriately test and evaluate the knowledge and skill of Locomotive Engineers.
- Has been approved by Bombardier to fulfill and assume the duties of a Supervisor of Locomotive Engineers.
- DSLEs will be provided training on the requirements of 49 CFR Part 240 with emphasis placed on those actions that are identified as prohibited and/or illegal, the requirements of performance skill testing and operational performance monitoring, remedial actions, and all requirements concerning the issuing and replacement of an Engineer Certificate.
- The DSLE is required to obtain a passing score of at least 90% on a written examination of not less than 25 questions based on this program. The Program Administrator will keep appropriate records of training and testing.
- The DSLE will make sufficient number of qualifying trips over the territory under his/her responsibility to ensure his/her ability to instruct and evaluate engineers to be qualified. In addition, he/she must pass a written test (Part 240.215) on instructions and physical characteristics of that territory. If the DSLE does not operate a minimum of once each year in his/her territory, he/she must take a re-qualifying ride (round trip) over that territory to re-qualify.

*A Supervisor of Locomotive Engineers who has successfully passed a Skills Exam (Part 240.127) on any territory in commuter operations demanding skills equal or greater than those required for the territory in question within the previous calendar year, will be considered in compliance with this part.

3.0 TRAINING PERSONS PREVIOUSLY CERTIFIED AS LOCOMOTIVE ENGINEERS

(49 CFR Part 240.123(b) [Refer to Section 1.0 for contact person]

Train Service Engineers

Bombardier will provide continuing education for Certified Locomotive Engineers to ensure that all train service engineers maintain a requisite knowledge of personal safety, operating rules and practices, mechanical condition of equipment, methods of safe train handling (including physical characteristics), and relevant Federal Safety Rules. Recertification for all Certified Locomotive Engineers of Bombardier will occur on a 36 month interval. The ongoing training and testing of certified locomotive engineers will occur throughout the 36 month certification period and incorporate classroom training, on-site training and periodic rules classes. The Program Administrator will keep appropriate records for each engineer's classroom and on-site training and testing.

Training Classes

Formal training classes will be required of all certified train service engineers consisting of a minimum of 16-hours of classroom training annually. The training environment will consist of classroom presentations and may utilize slide presentation, videos, computer based training or on-the-job training as appropriate. All applicable topics required by 49 CFR 240.125 (see below) will be covered at these classes. Additionally, any new and/or revised rules, operating practices, or introduction to new technology will be highlighted during these classes. A written examination of not less than 100 questions will be administered prior to completion of the classes. Certified Train Service Engineers participating in the class are required to achieve a passing score of 85% on the operating rules exam and a score of 100% on signal exams. Additionally, supplemental training may include company safety meetings, supervisor led safety briefings and other training classes as necessary.

The training class will include instruction and testing on the following topics:

- Safety Rules
- Operating Rules
- Signal Rules
- Timetable Instructions
- Applicable Federal Regulations
- Physical Characteristics (Territory Specific)
- Air Brake and Train Handling
- Equipment Inspection

Physical Characteristics

The engineer must make a sufficient number of qualifying trips and pass a written test (Part 240.215 (d)) on the operating instructions and physical characteristics of the territory determined by the DSLE. The test required under this section will be placed in the engineer's file and retained according to Part 240.215(d). Engineers who have not operated over a specific territory within the previous 12 months must re-qualify. The requalification process will require a minimum of one round trip over the territory.

Notices and Manuals

Posted instructions including Bulletin Orders, Special Notices and Special Instructions are issued in response to proposed new or revised rules and operating practices. Train Service Engineers are required to review them prior to commencing each tour of duty.

Instructional manuals including operating rules, safety rules, timetables, etc., are provided for employees' use. Train Service Engineers are required to have the current copies of these manuals available for immediate reference while on duty.

Training of Engineer with Expired Certificate or with Extensive Experience as an Engineer

Engineers whose certifications have lapsed or who have extensive operating experience as an engineer will be required to satisfy all the components required for certification specified in Sections 3 & 4 of the certification program. Certification will require a period of on-the-job training and territorial familiarization based on the evaluation of the DSLE. Prior experience and unique characteristics of the territory must be considered by the DSLE prior to certification.

Method for Familiarizing Engineers with New Territory or New Startup Operations

In situations where there is no available means to afford engineers the opportunity to obtain the operating skills and physical characteristics of a new territory or start up, the railroad may elect to use hi-rail or lite locomotive to experience the physical characteristics. The engineer must be tested on the operating instructions and physical characteristics of the territory. The DSLE must qualify the engineer on the territory prior to issuing a certificate per Part 240.127.

Mechanical Facility Engineers

Bombardier will provide continuing education for Certified Mechanical Facility Engineers to assure that all mechanical engineers maintain a requisite knowledge of personal safety, operating rules and practices, mechanical condition of equipment, shop area physical characteristics, and relevant Federal Safety Rules. Recertification for all Certified Mechanical Facility Engineers of Bombardier will occur on a 36 month interval. The ongoing training and testing of Certified Mechanical Facility Engineers will occur throughout the 36 month certification period, and incorporate classroom training, on-site training, and periodic rules classes. The Program Administrator will keep appropriate records for each mechanical engineer's classroom and on-site training and testing.

Training Classes

Formal training classes will be required of all Certified Mechanical Facility Engineers consisting of a 4-hour class annually. The training environment will consist of classroom presentations and may utilize slide presentation, videos, computer based training or on-the-job training as appropriate. All applicable topics required by 49 CFR240.125 (see below) will be covered at these classes. Additionally, any new and/or revised rules, operating practices, or introduction of new technology will be highlighted during these classes. A written examination of not less than 25 questions will be administered prior to completion of the classes. Certified engineers participating in the class are required to achieve a passing score of at least 85%. Additionally, supplemental training may include company safety meetings, supervisor led safety briefings and other training classes as necessary.

The training class will include instruction and testing on the following topics:

- Safety Rules
- Operating Rules
- Applicable Federal Regulations
- Physical Characteristics (locomotive repair track area)
- Air Brake and Train Handling
- Equipment Inspection

Physical Characteristics

The Mechanical Facility Engineer must physically tour the repair track area and pass a written test (Part 240.215 (d)) on the operating instructions and physical characteristics of the shop area determined by the DSLE. The test required under this section will be placed in the engineer's file and retained according to Part 240.215(d). Certified Mechanical Facility Engineers who have not worked a Mechanical Facility Engineer position within the previous 12 months must re-qualify. The requalification process will require a minimum of a physical tour of the repair facility and an interview by the DSLE, who will qualify the person for duty.

Notices and Manuals

Special Instructions may be issued in response to proposed new or revised rules and operating practices. Mechanical Facility Engineers are required to review them prior to commencing each tour of duty.

Instructional manuals, including operating rules and safety rules, are provided for employees' use. Mechanical Facility Engineers are required to have the current copies of these manuals available for immediate reference while on duty.

Training of Mechanical Facility Engineers with Expired Certificate or with Extensive Experience as a Mechanical Facility Engineer

Mechanical Facility Engineers whose certifications have lapsed or who have extensive operating experience as an engineer will be required to satisfy all the components required for certification specified in Sections 3 & 4 of the certification program. Certification will require a period of on-the-job training and territorial familiarization based on the evaluation of the DSLE. Prior experience and unique characteristics of the repair track area must be considered by the DSLE prior to certification.

4.0 TESTING AND EVALUATING PERSONS PREVIOUSLY CERTIFIED

[Refer to Section 1.0 for contact person]

Train Service Engineers**Testing Program-Recertification**

This section details the manner in which Knowledge, Skill and Vision and Hearing Acuity testing for Train Service Engineers which will be conducted within the 36 month period following the certification or recertification date of a locomotive engineer.

Knowledge Testing (49 CFR Part 240.125)

Train Service Engineers will be required to participate in a written closed book examination, as prescribed by 49 CFR 240.125, of at least 100 questions and to obtain a passing score of 85% on the operating rules and a score of 100% on signal exams. These examinations will be conducted by a DSLE or a designated official and will include, but not limited to, the following subject matter and personal safety procedures (emphasizing Company Safety Rules):

- Operating practices (with emphasis on recent or proposed operational changes, i.e. changes in Main Track Authority, Yard Limits, Emergency Passenger Procedures, etc.)
- Equipment inspection practices (with emphasis on added or new technology and/or appliances and inspection of trouble areas)
- Train handling practices including physical characteristics (with emphasis on company train handling practices and any railroad plant changes and basic air brake operations)
- Compliance of relevant Federal Safety Rules (with emphasis on new or revised rules)

An engineer failing to obtain a passing score of 85% on the operating rules and a score of 100% on signal exams will not be permitted to work as an engineer pending a successful reexamination. Test failures will be reviewed with the employee. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures,

Operating Skills Performance Testing (49 CFR Part 240.127)

A Train Service Engineer will be required to participate in a performance skills examination for recertification. This examination will be administered by a DSLE and will include criteria as recommended in Appendix E of 49 CFR Part 240 in a standardized format. The duration of the test must be for an entire round trip and cover the most demanding service the engineer is expected to perform.

The operating skills performance test will be in the form of tasks rated on a pass/fail system, and conducted while a Train Service Engineer is operating a locomotive in the commuter service the engineer would be expected to perform. Certain tasks are "must know" or weighted tasks related to the six cardinal rules listed in 49 CFR Part 240.117(e). Failure of a weighted task results in failure regardless of overall score on the test. Successful completion requires an overall passing score of at least 85 points. Each engineer begins with 100 points. Applicable assigned point values on the check ride sheet will be deducted for items failed. (See Appendix A)

Engineers failing to obtain a passing score will not be permitted to operate a locomotive pending a successful reexamination. Test failures will be reviewed with the employee. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

The written notification will contain (a) a summary of all test results; (b) a copy of all documentation that forms the basis for denying the engineer recertification including any scoring sheets filled out by the supervisors conducting the tests and any event recorder or simulator printouts, etc.; (c) an explanation that the denial decision will be finalized in 15 days (provide date and time in letter that decision may become final) unless the engineer serves the railroad officer who signed the notice with a written explanation or rebuttal of the basis for denial. The notice will explain how the railroad officer will accept service and provide all relevant contact information; e.g., an office location, where the response may be dropped off or mailed, an email address or fax number. If mailing is permitted, the notice must contain an explanation for how the railroad will treat a response postmarked before the deadline but received after the deadline. In addition, the notice will state that the engineer must likewise provide contact information on how the engineer is willing to accept service of the final decision or that the engineer is willing to come to the railroad to be personally served; (d) an explanation that reasonable requests for additional time to respond will be granted; and (e) an explanation that the engineer's current certification has not been revoked and may be partially relied on by another railroad prior to its expiration date (citing 49 CFR Part 240.225 and the actual expiration date).

If no written response or timely request for extension is received, a final written denial of recertification decision will be mailed or delivered to the engineer within 10 days after the deadline has passed, and will state that the denial decision was effective on the deadline date. If a written response is received, any final written denial of recertification decision will contain a detailed explanation of why the engineer's written explanation or rebuttal was inadequate. The decision will be mailed or delivered to the engineer within 10 days after the denial decision was made and contain the date of the decision.

Vision and Hearing Acuity Testing (49 CFR Part 240.121)

The Medical Examiner of Bombardier or designated medical facility will be responsible for the administration of required vision and hearing acuity testing prior to the employee's recertification date. Notification of results that fall within the approved limits of 49 CFR § 240.121 will be made by means of vision/hearing approval form.

A person not meeting the standards prescribed in the screening test shall, upon request, be subject to further medical evaluation by a railroad's medical examiner to determine that person's ability to safely operate a locomotive. In accordance with the guidance prescribed in 49 CFR 240 Appendix F, to this part, a person is entitled to one retest without making any showing and to another retest if the person provides evidence substantiating that circumstances have changed since the last test to the extent that the person could now arguably operate a locomotive or train safely. Bombardier will provide its medical examiner with a copy of this part, including all appendices. If, after consultation with one of the railroad's Designated Supervisors of Locomotive Engineers, the medical examiner concludes that, despite not meeting the threshold(s) in the regulation, the person has the ability to safely operate a locomotive, the person may be certified as a locomotive engineer and such certification conditioned on any special restrictions the medical examiner determines in writing to be necessary.

Mechanical Facility Engineer

Testing Program-Recertification

This section details the manner in which Knowledge, Skill and Vision and Hearing Acuity testing for Mechanical Facility Engineers which will be conducted within the 36-month period following the certification or recertification date of a locomotive engineer.

Knowledge Testing (49 CFR Part 240.125)

Mechanical Facility Engineers will be required to participate in written closed book examinations, as prescribed by 49 CFR 240.125, of at least 25 questions and to obtain a passing score of at least 85%. These examinations will be conducted by a DSLE or a designated official and will include the following subject matter:

- Personal safety procedures (emphasizing Company Safety Rules)
- Operating practices (with emphasis on recent or proposed operational changes)
- Equipment inspection practices (with emphasis on added or new devices and/or appliances and inspection of trouble areas)
- Compliance of relevant Federal Safety Rules (with emphasis on new or revised rules)

An engineer failing to obtain a passing score of at least 85% will not be permitted to work as an engineer pending a successful reexamination. Test failures will be reviewed with the employee. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

Operating Skills Performance Testing (49 CFR Part 240.127)

A Mechanical Facility Engineer will be required to participate in a performance skills examination for recertification. This examination will be administered by a DSLE and will include criteria relating to shop equipment movements. The duration of the test must be no less than one hour.

The operating skills performance test will be in the form of tasks rated on a pass/fail system, and conducted while a Mechanical Facility Engineer is operating a locomotive within the locomotive repair track area. Certain tasks are “must know” or weighted tasks related to the six cardinal rules listed in 49 CFR Part 240.117(e). Failure of a weighted task results in failure regardless of overall score on the test. Successful completion requires an overall passing score of at least 85 points. Each engineer begins with 100 points. Applicable assigned point values on the check ride sheet will be deducted for items failed. (See Appendix A)

Engineers failing a skills test will immediately have a restriction placed in the engineer's record that the engineer will not be allowed to operate a locomotive except under the direct and immediate supervision of a Certified Mechanical Facility Engineer. The engineer will be notified of the reason(s) for the failure at the completion of the test and the restriction placed on the certificate. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

The written notification will contain (a) a summary of all test results; (b) a copy of all documentation that forms the basis for denying the engineer recertification including any scoring sheets filled out by the supervisors conducting the tests and any event recorder or simulator printouts, etc.; (c) an explanation that the denial decision will be finalized in 15 days (provide date and time in letter that decision may become final) unless the engineer serves the railroad officer who signed the notice with a written explanation or rebuttal of the basis for denial. The notice will explain how the railroad officer will accept service and provide all relevant contact information; e.g., office locations where the response may be dropped off or mailed, an email address or fax number. If mailing is permitted, the notice must contain an explanation for how the railroad will treat a response postmarked before the deadline but received after the deadline. In addition, the notice will state that the engineer must likewise provide contact information on how the engineer is willing to accept service of the final decision or that the engineer is willing to come to the railroad to be personally served; (d) an explanation that reasonable requests for additional time to respond will be granted; and (e) an explanation that the engineer's current certification has not been revoked and may be partially relied on by another railroad prior to its expiration date (citing 49 CFR Part 240.225 and the actual expiration date).

If no written response or timely request for extension is received, a final written denial of recertification decision will be mailed or delivered to the engineer within 10 days after the deadline has passed, and will state that the denial decision was effective on the deadline date. If a written response is received, any final written denial of recertification decision will contain a detailed explanation of why the engineer's written explanation or rebuttal was inadequate. The decision will be mailed or delivered to the engineer within 10 days after the denial decision was made and contain the date of the decision.

Vision and Hearing Acuity Testing (49 CFR Part 240.121)

The Medical Examiner of Bombardier or designated medical facility will be responsible for the administration of required vision and hearing acuity testing prior to the employee's recertification date. Notification of results that fall within the approved limits of 49 CFR § 240.121 will be made by means of vision/hearing approval form.

For those employees whose hearing or vision acuity does not meet the standards required by 49 CFR § 240.121, a detailed written description of employee's work environment including a job description and all constraints placed on the Locomotive Engineer, will be submitted to the Medical Examiner. The Medical Examiner and the DSLE will evaluate the ability of the employee to perform safe service with their physical deficiencies. If the evaluation determines that the employee can operate a locomotive safely, that fact will be noted with any restrictions on the vision/hearing approval form and the engineer's certificate or license.

A person not meeting the standards prescribed in the screening test shall, upon request, be subject to further medical evaluation by a railroad's Medical Examiner to determine that person's ability to safely operate a locomotive. In accordance with the guidance prescribed in 49 CFR 240 Appendix F, a person is entitled to one retest without making any showing and to another retest if the person provides evidence substantiating that circumstances have changed since the last test to the extent that the person could now arguably operate a locomotive or train safely. Bombardier will provide its medical examiner with a copy of this part, including all appendices. If, after consultation with one of the railroad's DSLEs, the Medical Examiner concludes that, despite not meeting the threshold(s) in the regulation, the person has the ability to safely operate a locomotive, the person may be certified as a locomotive engineer and such certification conditioned on any special restrictions the Medical Examiner determines in writing to be necessary.

5.0 TRAINING, TESTING AND EVALUATING PERSONS NOT PREVIOUSLY CERTIFIED

(49 CFR 240.123 (C)) [Refer to Section 1.0 for contact person]

Train Service Engineers

A comprehensive program of classroom and 120 hours on-the-job training will be provided for persons seeking certification as Locomotive Engineers who have had previous railroad experience (CFRC Certified Conductors) and additional training elements (80 hours of classroom) for candidates with no previous rail experience. The Program Administrator will maintain appropriate records on each candidate's training.

With Previous Transportation Experience

Hearing and vision acuity testing - will be conducted on candidate (or hearing and vision acuity test results will be reviewed if said tests have been conducted within 366 days of the certification decision) to ensure compliance with 49 CFR Part 240.121.

1. **Discipline record** -attendance record and other pertinent data from employee's personnel file as well as his/her driving record will be reviewed to determine safe working habits.
2. **Selected candidates** will participate in the following Train Service Engineer Training Program.(reference syllabus on page 23)
 - A. The training class will include instruction and testing on the following topics:
 - Safety Rules
 - Operating Rules
 - Signal Rules
 - Timetable Instructions
 - Applicable Federal Regulations
 - Physical Characteristics (Territory Specific)
 - Air Brake and Train Handling
 - Equipment Inspection
 - B. **Performance Skills Training** – on the job with a Certified Locomotive Engineer or other qualified instructor, operating trains over applicable territories for a minimum period of: 120 hours actual throttle time.
 - C. **Written examinations** may be conducted periodically during each segment of instruction classes and will be given upon conclusion of the classes. The successful completion of each segment does not eliminate the necessity of a final test.
3. **Knowledge Test** - Candidates must participate in final written closed book examinations, as prescribed by 49 CFR 240.125, of not less than 100 questions and are required to obtain a passing score of at least 85% on the operating rules exam and a 100% on signal exams, covering but not limited to, the following criteria:

A. Personal Safety Practices

1. Proper attire including personal safety devices

2. Mounting and dismounting equipment
3. Crossing tracks and yards
4. Operating switches

B. Applicable Operating Rules and Practices

1. Main Track Authority
 - a. Track warrants
2. Signal Compliance
 - a. Fixed signals
 - b. Hand signals
3. Radio rules compliance
4. Hazardous material handling and emergency response

C. Mechanical Condition of Equipment

1. Pre-trip inspection of locomotives
2. Trouble shooting
3. Basic air brake operations

D. Train Handling Practices

1. Proper throttle modulation
2. Proper brake application
 - a. Use of automatic train brake
 - b. Use of dynamic brake
 - c. Use of independent brake
3. Proper starting and stopping procedures
4. Knowledge of physical characteristics

E. Relevant Federal Safety Rules, :

1. Emergency preparedness
2. Hours of Service Act
3. Hazmat rules(if applicable)
4. Locomotive inspection
5. Blue Flag rule
6. Power Brake rule
7. Drug and Alcohol rule
8. 49 CFR 218 Subpart F
9. Radio rules
10. Rear-end marking device rule

Note: Rule categories are subject to change based on current evaluations of rule compliance history.

Candidates failing to obtain a passing score will not be permitted to operate a locomotive pending a successful reexamination. Test failures will be reviewed with the employee. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

4. Skills Performance Test - Candidates participate in a final performance skills examination on a pass/fail basis, while operating an actual train in the most demanding service the candidate will be expected to perform. The test will be conducted by a DSLE. The duration of the skills test will be for an entire one-way trip. Locomotive simulators will not be used for initial skills examinations.

- Certain tasks are “must know” or weighted tasks related to the six cardinal rules listed in 49 CFR § 240.117(e). Failure of a weighted task results in failure regardless of overall score on the test. Successful completion requires an overall passing score of at least 85 points. A score or check ride sheet will be used to grade the test. Each engineer begins with 100 points. Applicable assigned point values on the check ride sheet will be deducted for items failed. (See Appendix A)

Candidates failing to obtain a passing score will not be permitted to operate a locomotive pending a successful reexamination. Test failures will be reviewed with the employee. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

The written notification will contain: (a) a summary of all test results; (b) a copy of all documentation that forms the basis for denying the candidate certification including any scoring sheets filled out by the supervisors conducting the tests, and any event recorder or simulator printouts, etc.; (c) an explanation that the denial decision will be finalized in 15 days (provide date and time in letter that decision may become final) unless the candidate serves the railroad officer who signed the notice with a written explanation or rebuttal of the basis for denial. The notice will explain how the railroad officer will accept service and provide all relevant contact information; e.g., an office location where the response may be dropped off or mailed, an email address, or fax number. If mailing is permitted, the notice must contain an explanation for how the railroad will treat a response postmarked before the deadline but received after the deadline. In addition, the notice will state that the candidate must likewise provide contact information on how the candidate is willing to accept service of the final decision or that the candidate is willing to come to the railroad to be personally served; (d) an explanation that reasonable requests for additional time to respond will be granted; and (e) an explanation that the candidate’s current student certification has not been revoked and will expire on the expiration date (provide the actual date).

- If no written response or timely request for extension is received, a final written denial of certification decision will be mailed or delivered to the candidate within 10 days after the deadline has passed, and will state that the denial decision was effective on the deadline date.

- If a written response is received, any final written denial of certification decision will contain a detailed explanation of why the candidate's written explanation or rebuttal was inadequate. The decision will be mailed or delivered to the candidate within 10 days after the denial decision was made and contain the date of the decision.
- Successful completion of all final examinations will allow for the issuance of a certificate and promotion of candidate to the position of train service engineer.

LEFT BLANK

Example of possible SunRail Locomotive Engineer
Five Week Classroom Training Syllabus

| | Monday | Tuesday | Wednesday | Thursday | Friday | |
|--------|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Week 1 | Introduction Safety Briefing Railroad Safety PPE Railroad Basics Assign Homework | Safety Briefing Homework Review Daily Quiz Safety Rules Assign Homework | Safety Briefing Homework Review Daily Quiz Safety Field Trip Safety Rules (cont) Assign Homework | Safety Briefing Homework Review Safety Final FRA Regulations SOFA Rules Hazmat Regs Hazmat Quiz Assign Homework | Safety Briefing Homework Review Safety Final FRA Quiz Control D & A Use Operating Rules Glossary Terms Assign Homework | Safety Briefing Homework Review FRA Quiz Control D & A Use Operating Rules Glossary Terms Assign Homework |
| Week 2 | Safety Briefing Homework Review Glossary Terms (cont) General Rules Assign Homework | Safety Briefing Homework Review Glossary Quiz Intro to Timetable Assign Homework | Safety Briefing Homework Review Quiz Gen. Rules Timetable (cont) Intro CFRC Rules Assign Homework | Safety Briefing Homework Review Quiz Timetable CFRC Rules (cont) Assign Homework | Safety Briefing Homework Review Quiz Flags CFRC Rules (cont) Assign Homework | Safety Briefing Homework Review Quiz Flags CFRC Rules (cont) Assign Homework |
| Week 3 | Safety Briefing Review Homework Quiz MT Auth. CFRC Rules (cont) Assign Homework | Safety Briefing Homework Review Quiz Train Oper. CFRC Rules (cont) Assign Homework | Safety Briefing Homework Review Quiz Signals Quiz CFRC Rules Assign Homework | Safety Briefing Homework Review Quiz CFRC Rules Assign Homework | Safety Briefing Homework Review Quiz CFRC Rules Assign Homework | Safety Briefing Homework Review Mid- Term Exam Midterm Review Intro to Oper. Pract. Assign Homework |
| Week 4 | Safety Briefing Homework Review Quiz Oper. Pract Oper. Pract. (cont) Train Handling Assign Homework | Safety Briefing Homework Review Quiz Train Handling Train Handling Methods Assign Homework | Safety Briefing Homework Review Quiz TH Methods Loco. Safety Devices and Standards Assign Homework | Safety Briefing Homework Review Quiz Safety Devices SunRail Oper. Practices Assign Homework | Safety Briefing Homework Review Quiz Safety Dev. Communications Assign Homework | Safety Briefing Homework Review Quiz Safety Dev. Communications Assign Homework |
| Week 5 | Safety Briefing Loco. Safety Standards (cont) Assign Homework | Safety Briefing Review Homework Quiz Loco. Safety Standards Intro Air Brakes Assign Homework | Safety Briefing Review Homework Quiz Air Brakes Air Brake Theory Assign Homework | Safety Briefing Review Homework Quiz AB Theory and Air Brake Tests | Safety Briefing Review Homework Quiz AB Theory and Air Brake Tests | Safety Briefing Comp. Review Final Exam |

Classroom days are instructor led, and consist of a minimum eight hours of instruction with periodic breaks and one hour for lunch. Class convenes at 0800 and is dismissed no earlier than 1700. Instruction consists of lecture, slide presentation, videos, multimedia, field trips, and hands-on practical application. Required score of at least 85% on operating rules exams and a 100% on signal exams must be achieved on Mid-Term and Final Exams. One retake is allowed and must be administered on the day following the failure.

Mechanical Facility Engineers

A comprehensive program of 40 hours classroom and 40 hours on-the-job training will be provided for persons seeking certification as Mechanical Facility Engineers who have had previous railroad experience (Train Service, MOW, Mechanical, etc.) and additional training elements for candidates with no previous rail experience. The Program Administrator will maintain appropriate records on each candidate's training.

With Previous Transportation Experience

1. **Hearing and vision acuity testing**- will be conducted on candidate (or hearing and vision acuity test results will be reviewed if said tests have been conducted within 366 days of the certification decision) to ensure compliance with 49 CFR Part 240.121.
2. **Discipline record**- attendance record and other pertinent data from employee's personnel file as well as his/her driving record will be reviewed to determine safe working habits.
3. **Selected candidates** will participate in the following Mechanical Facility Engineer Training Program.
 - A. The training class will include instruction and testing on the following topics:
 1. Safety Rules
 2. Operating Rules
 3. Timetable Instructions
 4. Applicable Federal Regulations
 5. Physical Characteristics (Territory Specific)
 6. Air Brake and Train Handling
 7. Equipment Inspection
 - B. **Performance Skills Training** – on the job with a Certified Mechanical Facility Engineer or other qualified instructor, operating equipment within the locomotive repair track area for a minimum period of 40 hours (hours denote shift time)
 - C. **Written Examinations**- may be conducted periodically during each segment of instruction classes and will be given upon conclusion of the classes. The successful completion of each segment does not eliminate the necessity of a final test.
4. **Knowledge Test**- Candidates must participate in final written closed book examinations, as prescribed by 49 CFR 240.125, of not less than 50 questions and are required to obtain a passing score of at least 85% covering, but not limited to, the following criteria:
 - A. **Personal Safety Practices**
 1. Proper attire including personal safety devices
 2. Mounting and dismounting equipment.
 3. Crossing tracks and yards
 4. Operating switches
 - B. **Applicable Operating Rules and Practices**
 - C. **Mechanical Condition of Equipment**
 1. Pre-trip inspection of locomotives
 2. Basic air brake operations

D. Train Handling Practices

1. Proper brake application
 - a. Use of automatic train brake
 - b. Use of independent brake
2. Knowledge of physical characteristics

E. Relevant Federal Safety Rules,

Note: Rule categories are subject to change based on current evaluations of rule compliance history.

Candidates failing to obtain a passing score will not be permitted to operate a locomotive pending a successful reexamination. Test failures will be reviewed with the employee. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

Example Classroom Schedule

| | |
|-------------|------------------------------------------------------------------|
| 0800 – 0900 | Introductions, Administrative, Objectives, Locomotive Controls |
| 0900 – 1000 | Stop/Start Locomotives, Independent Brake, Automatic Brake |
| 1000 – 1100 | Fundamentals of Air Brakes |
| 1100 – 1200 | Locomotive Inspection, Prepare Locomotives for Movement |
| 1230 – 1400 | Switches, Derails, Switching, Signals (Hand and Radio) |
| 1400 – 1530 | Demonstrate safe train handling; Starting, Controlling, Stopping |
| 1530 – 1600 | Securing Equipment |
| 1600 – 1630 | Final Exam and Review |

1. **Skills Performance Test** - Candidates participate in a final performance skills examination on a pass/fail basis, while operating an actual train in the most demanding service the candidate will be expected to perform. The test will be conducted by a DSLE. The duration of the skills test will be for long enough for the DSLE to evaluate. Locomotive simulators will not be used for initial skills examinations.
 - Certain tasks are “must know” or weighted tasks related to the six cardinal rules listed in 49 CFR § 240.117(e). Failure of a weighted task results in failure regardless of overall score on the test. Successful completion requires an overall passing score of at least 85 points. A score or check ride sheet will be used to grade the test. Each engineer begins with 100 points. Applicable assigned point values on the check ride sheet will be deducted for items failed. (See Appendix A)
2. Candidates failing a skills test will immediately have a restriction placed in the engineer's record that the engineer will not be allowed to operate a locomotive except under the direct and immediate supervision of a Certified Mechanical Facility Engineer. The engineer will be notified of the reason(s) for the failure at the completion of the test and the restriction placed on the certificate. A retest will be given no sooner than the next calendar day and no later than seven days following the previous test. After a second failure to successfully pass the examination the candidate will be sent written notification that the railroad intends to deny

49 CFR Part 240 Program for Certification of Locomotive Engineers

the candidate certification under the provisions of 49 CFR 240.219. Applicable collective bargaining agreements may be substituted for the previous procedures.

The written notification will contain: (a) a summary of all test results; (b) a copy of all documentation that forms the basis for denying the candidate certification including any scoring sheets filled out by the supervisors conducting the tests, and any event recorder or simulator printouts, etc.; (c) an explanation that the denial decision will be finalized in 15 days (provide date and time in letter that decision may become final) unless the candidate serves the railroad officer who signed the notice with a written explanation or rebuttal of the basis for denial. The notice will explain how the railroad officer will accept service and provide all relevant contact information; e.g., an office location where the response may be dropped off or mailed, an email address, or fax number. If mailing is permitted, the notice must contain an explanation for how the railroad will treat a response postmarked before the deadline but received after the deadline. In addition, the notice will state that the candidate must likewise provide contact information on how the candidate is willing to accept service of the final decision or that the candidate is willing to come to the railroad to be personally served; (d) an explanation that reasonable requests for additional time to respond will be granted; and (e) an explanation that the candidate's current student certification has not been revoked and will expire on the expiration date (provide the actual date).

- If no written response or timely request for extension is received, a final written denial of certification decision will be mailed or delivered to the candidate within 10 days after the deadline has passed, and will state that the denial decision was effective on the deadline date.
- If a written response is received, any final written denial of certification decision will contain a detailed explanation of why the candidate's written explanation or rebuttal was inadequate. The decision will be mailed or delivered to the candidate within 10 days after the denial decision was made and contain the date of the decision.
- Successful completion of all final examinations will allow for the issuance of a certificate and promotion of candidate to the position of train service engineer.

6.0 MONITORING OF OPERATIONAL PERFORMANCE OF CERTIFIED LOCOMOTIVE ENGINEERS

(49 CFR Part 240.129)[Refer to Section 1.0 for contact person]

Train Service Engineers

Certified Train Service Locomotive Engineers will be monitored not less than once each calendar year to determine that the train service engineer possesses and employs the skills necessary to safely operate a locomotive in train service. Monitoring will include the proper application of railroad company rules and practices for safe operation. Remedial training may be provided to the locomotive engineer for any deficiencies noted.

Performance Monitoring (check ride and/or event recorder evaluation)

A DSLE will monitor each Locomotive Engineer, not less than once each year, under actual operating conditions that engineer would normally be expected to encounter. The duration of the monitoring observation will be an entire round trip of actual train operation. Where applicable the monitoring ride can be performed while the engineer is at the controls of Type I or Type II simulator. The response actions of the engineer will be recorded on a checklist of performance factors (See Appendix A).

Locomotive event recorder data may also be reviewed to fulfill the requirements of a check ride.

Details of the event recorder review will be documented (date of operation, date of review, deficiencies noted, date engineer notified of review results, etc.) Any deficiencies noted will be discussed with the engineer. Based on the supervisor's evaluation, additional remedial training may be required. The skills performance test, when conducted within the calendar year that certification occurs will satisfy the monitoring requirements for that year.

Deficiencies noted during a monitoring ride will be discussed with the engineer and if warranted, additional remedial training will be provided.

Unannounced Operating Rule Operational Testing

A qualified official will conduct at a minimum, one operating rule efficiency test not less than once each calendar year for all Certified Locomotive Engineers. The unannounced test will reflect conditions that require an affirmative response by the engineer to less favorable conditions than that which existed prior to initiation of the test, i.e. fusees on tracks, signal indication, signals with less than clear indication, or permanent and temporary track speed restrictions.

Engineers will be notified upon failure of an unannounced operating rule efficiency test as soon as practicable. The specific rule relating to the failure will be reviewed with the engineer by the supervisor(s) conducting the test. Depending upon the supervisor's evaluation, additional remedial training may be provided.

Certificate

Every locomotive engineer will have his or her certificate (or supplement) signed and dated once each calendar year to signify completion of the annual skills performance monitoring (check ride). The operating rules efficiency test results will be documented and retained in the engineer's certification file.

Mechanical Facility Engineers

Certified Mechanical Facility Engineers will be monitored not less than once each calendar year to determine that the mechanical facility engineer possesses and employs the skills necessary to safely operate a locomotive in the repair track area. Monitoring will include the proper application of railroad company rules and practices for safe operation. Remedial training may be provided to the locomotive engineer for any deficiencies noted.

Performance Monitoring (check ride)

A DSLE will monitor each Mechanical Facility Engineer, not less than once each year, under actual operating conditions within the repair track area. The duration of the monitoring observation will be for no less than 30 minutes. The response actions of the engineer will be recorded on a checklist of performance factors (See Appendix A).

Deficiencies noted during a monitoring ride will be discussed with the engineer and if warranted, additional remedial training will be provided.

Unannounced Operating Rule Proficiency Testing

A qualified official will conduct, at a minimum, one operating rule efficiency test not less than once each calendar year for all Certified Mechanical Facility Engineers. The unannounced test will reflect conditions that require an affirmative response by the engineer to less favorable conditions than that which existed prior to initiation of the test, i.e. temporary track speed restrictions, stopping short of Blue Signals, red flags, etc.

Mechanical Facility Engineers will be notified upon failure of an unannounced operating rule efficiency test as soon as practicable. The specific rule relating to the failure will be reviewed with the engineer by the supervisor(s) conducting the test. Depending upon the supervisor's evaluation, additional remedial training may be provided.

Certificate

Every mechanical facility engineer will have his or her certificate (or supplement) signed and dated once each calendar year to signify completion of the annual skills performance monitoring (check ride). The operating rules efficiency test results will be documented and retained in the engineer's certification file.

7.0 ADMINISTRATION OF THE ENGINEER CERTIFICATION PROGRAM PROCEDURE

(49 CFR 240.109) [Refer to Section 1.0 for contact person]

The Locomotive Engineer Certification Program will be administered by Bombardier, who will be responsible for implementation of 49 CFR Part 240, for overall management of the training and testing programs and for maintaining appropriate records for each certified and student locomotive engineer. The Program Administrator is not required to be a certified locomotive engineer or a Supervisor of Locomotive Engineers.

For any employee entering the service of this carrier who had previous railroad experience, but was not a Certified Locomotive Engineer and wishes to be considered for inclusion into a program to train as Locomotive Engineer, said employee will be required to produce a copy of his safety conduct record from previous employing railroad(s), hearing and vision acuity results and driver's record information. This record will be reviewed by the Program Administrator to determine whether any information would prohibit the applicant from being admitted into the applicable Locomotive Engineer Training Program.

Locomotive Engineers will be responsible for providing driving records to the Program Administrator, who will request the information from Locomotive Engineers not later than six weeks prior to recertification and, where applicable, provide appropriate request forms. Requests will be made to the issuing state and the National Drivers Register (NDR).

Employees who have not been issued a driver's license will be required to apply for driving records from the state in which they reside and the NDR must produce a document indicating that there is no record of a license being issued (this document is sometimes referred to as a "no record" or "no file" check).

Copies of a Locomotive Engineer's driving record, vision and hearing acuity test result forms, written knowledge test, skills test results, performance monitoring results and any relevant data concerning the engineer's prior safety conduct will be maintained on file by Bombardier, as well as other pertinent information.

Issuance of Certificates

The DSLE will issue certificates to all qualified Locomotive Engineers. Student Locomotive Engineers will receive a certificate after review of pertinent medical data and will maintain the same until promotion, dismissal from training program or disqualification.

The Medical Examiner will be responsible for advising the results of vision/hearing acuity tests to the Program Administrator for locomotive engineers. He will be responsible also for advising of any engineer known to have a substance abuse problem, or an engineer who has successfully completed an SAP dependency program.

Recommendations of an SAP Counselor will be made in such a manner as to not jeopardize confidentiality.

The Program Administrator will be advised of any locomotive engineer refusing to participate in a Random, Reasonable Cause or Post Accident, Alcohol or Drug Test.

The DSLE will review all information available to determine if a Locomotive Engineer is to be certified or recertified. If the Locomotive Engineer has successfully completed all tests and other requirements, he will be issued a certificate effective for not longer than 36 months. If certification or recertification is to be withheld from an employee, that information shall be made known to the employee in writing, within 10 days, detailing the criteria found to prevent him/her from obtaining/retaining certification and procedures he/she may follow to gain certification.

Replacement of Certificates

In the event a certificate is lost during a tour of duty and a DSLE is not available to issue a replacement certificate the Locomotive Engineer will be required to inform his/her supervisor of the loss, and the Locomotive Engineer will be allowed to complete his tour of duty. The Locomotive Engineer prior to being allowed to return to work must obtain a replacement certificate. In the event a regular certificate cannot be readily issued, a temporary certificate will be issued. The temporary certificate will contain all the required information on the regular certificate and will remain in effect no longer than 30 days. The temporary certificate will be issued by a DSLE or the certification program administrator.

Joint Operations

Bombardier will operate only on CFRC trackage. CSX, Amtrak and FCEN will also operate on CFRC trackage.

Note: The above procedures will not be necessary where minimal joint operations exist as defined under Part 240.229(f).

Revocation of Certificate

Bombardier will conduct Certification Revocation Hearings and Company Disciplinary Hearings concurrently. Said Hearing(s) will be conducted as required by 49 CFR § 240.307.

Use of Pilots

Bombardier will only use Certified Locomotive Engineers to perform pilot duties.

Use of Simulators

Bombardier may elect to use Type II simulators for conducting monitoring rides (49 CFR 240.129) and/or skills tests (49 CFR 240.127)

APPENDIX A - ENGINEER EVALUATION REPORT

Engineer Evaluation Report
CFR Part 240.127 and .129 Skills Exam

| | | |
|----------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------|
| Railroad Name: | Engineer's Name: | Date: |
| Emp. #: | Type of Certificate: | Locomotive Consist: |
| Train Consist: (loads): | (empties): | (total tonnage): |
| Total Time Of Evaluation: (hours and minutes): | | Total Miles Traveled: |
| Type of Evaluation (check only one box): Part 240.127 <input type="checkbox"/> Part 240.129 <input type="checkbox"/> | | |
| Territory traveled over | | |
| Total Score Pass/Fail () = value of each | | |

Did Engineer Follow The Acceptable Procedures?

Please check the appropriate box, and add additional comments on the back of this form.

| | | | | | | | | |
|--------------------------------------|-----|----|-----|----------------------------------|-----------------------------------------------|-----|----|-----|
| 1. Light locomotive operation | YES | NO | N/A | 2 | 9. Locomotive Management | YES | NO | N/A |
| A. Brake Tests (1) | | | | | A. Locomotive Inspection (2) | | | |
| B. Changing ends (1) | | | | B. Engine Start-Up (1) | | | | |
| | | | | C. Sand (1) | | | | |
| | | | | D. Protective Devices (1) | | | | |
| 2. Automatic Brake Ops | | | | | | | | |
| A. Brake Test (3) | | | | | E. Securing Unattended Locomotives (1) | | | |
| B. Total Reduction (2) | | | | | | | | 6 |
| C. Release Procedure (2) | | | | | | | | |
| D. Independent Release (2) | | | | 9 | 10. Operating Rules | | | |
| | | | | | A. Use of Bell (1) | | | |
| 3. Dynamic Brake Operation | | | | | B. Use of horn (1) | | | |
| A. Time Delay (1) | | | | | C. Use of Headlight (1) | | | |
| B. Application rate (1) | | | | | D. Use of Radio (1) | | | |
| C. Release Rate (1) | | | | 3 | E. Signal Compliance (5) | | | |
| | | | | | F. Signal Communication (2) | | | |
| 4. Independent Brake | | | | | G. Knowledge of Special Instructions (5) | | | |
| A. Application (1) | | | | | H. Knowledge of Operating Rules (5) | | | |
| B. Release (1) | | | | 2 | I. Knowledge of Safety Rules (4) | | | |
| | | | | | J. Possession of Required Publications (5) | | | |
| | | | | | | | | 30 |

| | | | | | | | | | | |
|--------------------------------------------|--|--|--|---|---------------------------------------------|--|--|--|--|--|
| 5. Monitors | | | | | 11. Train Handling | | | | | |
| A. Train Profile (1) | | | | 2 | A. Starting (1) | | | | | |
| B. Air Gauges (1) | | | | | B. Acceleration (2) | | | | | |
| 6. Reaction To | | | | | C. Deceleration (3) | | | | | |
| A. Locomotive Wheel | | | | 3 | D. Cresting Grade (2) | | | | | |
| Slip/slide (1) | | | | | E. Power Braking (1) | | | | | |
| B. Dynamic Brake | | | | | F. Familiarity With Terrain | | | | | |
| Overload (1) | | | | | G. Judgment – Location (5) | | | | | |
| C. Alarm Lights/Bells (1) | | | | | H. Plans Movements Ahead (6) | | | | | |
| | | | | | I. Properly Controls Slack.(2) (3) | | | | | |
| 7. HEP | | | | | | | | | | |
| A. Set Up (2) | | | | 6 | J. Speed Control (3) | | | | | |
| B. Operation (2) | | | | | K. Judgment In Stopping (3) | | | | | |
| C. Knockdown (2) | | | | | L. Yarded Train-control in-train forces (2) | | | | | |
| | | | | | M. Detaching from train (1) | | | | | |
| 8. Daily Inspection Card Signed (2) | | | | | N. Undesired Emergency (1) | | | | | |
| | | | | | O. Proper Coupling Speed (1) | | | | | |
| | | | | | (1) | | | | | |

35

Comments

Signature of Employee

Date

Signature of DSLE

Date